

TOWN BOARD PUBLIC WORKSHOP
September 23, 2015

The September 23, 2015 Public Workshop was held at 6:00 pm by Supervisor Tollisen in the A. James Bold Meeting Room at the New Town Hall with the following members present:

Kevin J. Tollisen, Supervisor
Paul L. Hotaling, Councilman
Daphne V. Jordan, Councilwoman
Lyn A. Murphy, Town Attorney
Cathy L. Drobny, Deputy Town Attorney
Bonnie Hatter, Director of Finance
John Pingelski, Highway Superintendent,
Laurie Sullivan, Deputy Town Clerk
Doug Mikol, IT Department
Michael Franchini, Executive Director of CDTC

Jeremy W. Connors, Councilman - Excused
John P. Wasielewski, Councilman - Excused
Lynda A. Bryan, Town Clerk - Excused

Supervisor Tollisen: Good evening everyone. Thank you for coming this evening to our public workshop. For those of you who don't know me, my name is Kevin Tollisen and I am the Town Supervisor and I appreciate you taking the time to come out this evening to discuss the highway improvements. Just so you know who is here tonight; Doug Mikol for the computer and technology, Daphne V. Jordan, Councilwoman, Paul L. Hotaling, Councilman and my Deputy Supervisor, Bonnie Hatter, Director of Finance, she will have all of the technical answers that I don't have, John Pingelski, Highway Superintendent, Laurie Sullivan, Deputy Town Clerk, and Cathy L. Drobny, Deputy Town Attorney. There may be a few other board members joining us; Councilman Jeremy Connors and Councilman John Wasielewski, are not going to be able to join us this evening.

What I am going to do this evening is to give a short presentation about the state of the town and where we are, and specifically about the Highway Department. We have with us Michael Franchini. He is the Executive Director of the Capitol District Transportation Committee. Mike has a presentation about monies that are out there for Highway Department roads and things of that nature. After that we will take comments and questions from the floor.

There are about 115 miles of town maintained roads. There other roads in town that are maintained by the county and the state. We are talking about road

improvements both long and short term. We have held 6 public workshops and about 6 people have showed up. There have been people that have showed up pretty regularly and made some very good comments and ideas. Based upon that, the Town Board felt that we needed to do something more hence my call through the reverse 911 system, a robo call was made to the numbers that you provide to the 911 system, some got it on your landlines and some on your cell phone. If you refuse to give your number to 911 than you did not get the robo call. With respect to notification to town residents, the legal requirement to holding a public workshop is to publish it in the newspaper. That is what Town Law says but the Town Board has implemented some other procedures to try to get out the word about these workshops. We have put notification on all Town Hall entrances, town website, on the electronic sign, our Facebook page and if you signed up on our website for E-alerts, you would be notified through that system. The last thing that we did was the reverse 911 robo call.

Right now, I would like to talk about what has the town done and specifically my two years since I have been here and what has the town done to improve general budget operations. This is not going to be specific to highway, this is going to be specific to the general fund. I do want to give a little leeway to what the Town Board and I have been working on to improve the budget. The town's financial position and condition has improved in the last two years. Here are some of the highlights that we have been working on since I came here at the end of 2013 and started the budget for 2014. What we realized very quickly was the town budget that was created had some very big issues. What we saw for budget projections as far as mortgage tax & sales tax coming in was we were not meeting those projections. We implemented an immediate plan to remedy that. One of the first things that we did was to hold Department Manager meetings. In those Department Manager meetings the first item that was discussed was the town budget. Secondly, we implemented a spending freeze on all town departments and only spending what was critically necessary for operations. We cut a lot of spending, for instance when our Grant Writer retired, instead of replacing him with a full time writer with salary and benefits, we hired a professional firm to do the grant writing and saved about \$40,000. When our Deputy Animal Control position became vacant, we partnered with the Town of Clifton Park to provide services when our main person was unavailable to work or on vacation and again resulting in general fund savings. We also implemented a solar energy plan. The town installed solar panels on town property off Brookwood Road on the Water Treatment property. When these are fully operational, and it is expected that they will be by Thanksgiving, the approximate savings in utilities for both the Water Department and this complex comprising not only of the Town Hall, Justice Buildings, Senior Center and the Historical Society, that will result in saving to the town of about \$170,000 in the first year, and projected to be about \$4.2 million over the next 20 years. This is what I call the low hanging fruit but it shows how we tried to save money in a lot of different ways. The Town of Halfmoon entered into a contract with

an organization, NYS had a program that you use your existing generators that are on site during peak periods when the state grid does not have enough power, the state will actually pay you a fee. We entered into that program with NYS and receive about \$15,000 a year just to have that availability and that will go into the general fund and another \$20,000 goes into the Water Department fund. In 2013 I asked how many times this situation has happened in a given year, and in 2013 it happened once and in 2014 it was zero. It is again another program for the town.

Additionally, the town has implemented a contract with Time Warner Cable to increase the franchise fee that we receive that is currently being reviewed by the PSC resulting in additional revenue for the town. The town has also looked across the board at ways we need to spend less or to look at the challenges of the budget operations and tighten up those gaps. We have looked at Building Permit fees, Fire Inspection fees and Summer Recreation Camp fees, putting them more in line. In the past two years we have had two different refunding of bond obligations that the town has. We did one last year and recently did one this year and the combined savings results in about \$1.6 million dollars in savings to town residents over the remaining term of these bonds, again, trying to save as much money as we can.

Now let's talk specifically about the Highway Department. What have we done to try and increase or improve the operation in our Highway Department? Number one, we have applied for grants and again, Mr. Franchini is here and he can talk about that. The first thing that we did was to apply for a grant for Sitterly Road repaving project and the CDTC granted the towns request and awarded us \$400,000 for the paving of Sitterly Road. This does include a 20% match from the town and the project completion will be in 2016. Also on Sitterly Raod, if you drive that on peak hours, there are traffic issues over there. We applied for a joint grant with the Town of Clifton Park and we were awarded again through CDTC, money upgrade and improve the traffic lights. We were NOT awarded money for turn lanes that we believe we need, so we are looking at alternatives to have turn lanes installed for about \$118,000 in grants. We have also made a request to State Senator Kathy Marchione for some potential state money for her to help us with a couple of highway budgeted items for about \$100,000, so we have made that request to the senator. One of the things not in this presentation is that we have made another request through another grant program this year for a larger mower for the Highway Department in the amount of about \$100,000.

Next, one of things that we have done is strategy to improve highway operation with new developments. When a new development comes in, there is a standard subdivision or there is what is called a PDD, planned development district. When PDD's come in to the town, they actually come to the Town Board first and what is listed on those is a public benefit to the town. I have requested that on all of those applications that the public benefit be disclosed. What we have implemented is a new policy is a certain amount of monies from each building permit through the

PDD be allocated to a specific fund for highway purposes. We are actually creating a fund specifically set aside for general highway purposes to increase highway operations. For instance, a recent example of what we did was the NYSEG Park, they did a small amendment to one of the site plans in their PDD and as a public benefit to the town, they provided a \$30,000 stipend to the Highway Department to be used for general highway purposes.

If you live in the north end of town, there is what is called the Northern GEIS. There are fees in the Northern GEIS that the town is reviewing, re-strategizing, and re-prioritizing what those monies can be used for. For instance, if you live in Sheldon Hills, Vosburgh Road, and Route 146 area, you know that there is a traffic light there now. In the Northern GEIS, one of the things that are listed, is that there would be a traffic light a tenth of a mile up the road at the intersection of Pruy Hill Road and Route 146. That's probably not ever going to happen. That is a small example of what we are trying to do to re-prioritize and strategize those for highway purposes.

While the town is on a good path, and to continue to towards a better financial position, the Town Board needs to look at the whole town and not just right now but also long term and into the future. Some of you may have seen that Moody's, which is one of the bond rating companies, just released its updates regarding the town's financial position and changing our position from a negative outlook to a stable outlook, which is a good step. With our other bond rating company Standard & Poors, we maintain an AA bond rating.

Looking at this tonight, and again thank you for being here, the town can continue to take the philosophy that we do the best that we can within budget operation and if that is what the Town Board decides, that is what the Town Board decides. It is my responsibility as Town Supervisor to bring this to the attention to the Town Board and to the attention of all of you as town residents. This is my second full budget and I believe that we have to have the conversation about long-term planning for the Town of Halfmoon. That is why we are having these public workshops because we want your input and want to be as open as possible as to what is happening within your town government. In the past year, the NYS Comptroller issued a report regarding municipalities and the general infrastructure. It basically says that as towns and municipalities continue to feel the crunch of the budget, what do they do? They spend less and less on the infrastructure. The report talks about municipalities are actually spending about 1/3 the amount that they should be spending on these capital projects. From my view of this, the Town of Halfmoon currently is no different with regards to those. In consideration of whether the town is going to impose a highway tax, a couple of things that we need to look at is the budget operations and looking at trends. In discussing this with the Highway Superintendent, to be on a 20 year plan for road improvements we need to pave 5.75 miles of road per year. To give you an average

estimated cost of what that is, it is about \$125,000 per mile. The actual cost is depending on a number of factors and one of them is the cost of oil at the time the paving is done and secondly the condition of the road when the paving actually takes place. The more the road is in disrepair when you go to repave it, the more it is going to take to bring it back to the proper shape. If you look at this slide here, we took from 2008 forward with the past 7 years; the line that says improvements is the actual paving amounts that have been spent in the past 7 years. The repairs part of that budget is repairs to roads and things of that nature and I want to be fair, the repairs do factor into some of the paving costs. The last item is equipment. You can see the amount of equipment that has been spent per year. We can tell you that a little bit below that, these numbers don't factor in the CHIPS money that we receive from the state each year. The CHIPS money that is received from the state is typically about \$155,000 and I think that they gave us \$172,000 this year because of the harsh winter conditions that we experienced. As far as improvements and repairs, we fall far below the plan if you are factoring in \$125,000 per mile times 5.75 miles of road; we are falling below those numbers.

Let's talk about new development. There are new developments coming into town and what is the costs and who is paying for it? When a new development comes into town, all infrastructure improvements for that development are paid by the developer not the town. This includes running & connecting to new water lines, upgrading if there are upgrades that need to be done, sewer lines upgraded depending on what the county says, and the actual creation of the town roads. That includes not only the sub base but the binder and the final coat as well. The town gets maintenance bonds to make sure that the town is protected and makes sure that these things are done in the proper order. Additionally, over the past year and a half, our Road Dedication Committee has met to strategize and we implemented the new policies from the Road Dedication Committee. What that did was to provide tighter controls and regulations on developers before the town accepts a road and makes sure it is done properly so that the town is not taking over substandard roads or anything of that nature. Before the roads are accepted by Town Board resolution, the form needs to be signed off on by all key staff. Our Water Director, Planning Director, Highway Superintendent, Town Attorney, all of those people have to sign off before the road is dedicated.

Municipal budgeting is unlike any other. When I have my budget at home, I have this much money in my checking account and I can take some from my savings account, right? In municipal accounting it is not so easy. The Highway Department budget, the main revenue is sales tax. The town gets a certain percentage of sales tax from the county per year. Those projections that we make for our town budget are based on projections that the Saratoga County Treasurer's Office provides to us. You take the sales tax and divide it between general fund and highway fund depending on how you are balancing your budget for each of those funds. Understand this, the mortgage tax monies that the town receives, that can only be

used for the general fund, and it can't be used for highway fund. Other funds that we have with the general fund; we have the general fund, fund balance that has gone up to \$1.2 million dollars and that is general fund. We have money in our water fund and have money in our water capital fund, our recreation fund and other accounts; those cannot be used for highway purposes.

Let's look at the main expenses of the highway budget per year. If anybody after wants to schedule a private meeting with me, I will go through the budget with you, I am happy to do that. These are the bigger ticket items that the highway budget has. Under equipment in 2015 we spent \$118,069. In 2016 if we impose a highway tax, that is what we would be spending, about \$463,000. Under vehicle repair, again that is a budget item; \$150,000 is put in for maintenance and upkeep for our vehicles, you see the fuel cost, that is pretty self-explanatory. Road repairs, again that goes towards paving but it is actually repairs of the roads when they need repair. Again, that is going to be a similar to a budget item in 2015. The improvements which are the paving, you see that item increase pretty significantly. The next item is snow removal. What you see there \$290,000, let me explain about this road salt. In 2015 when we put in our budget for \$240,000 to pay for road salt and this was a good number based on what projections that we had. We did not know that we were going to have the winter we had. I will tell you that right now in that budget there is \$205 left of the \$240,000 that was budgeted and after we transferred \$14,000 from another fund. Right now for salt for the rest of this year, we have \$205 left. I would hope that we don't have any precipitation of ice magnitude for the rest of the year but you know that is just not going to happen. We have a plan to find the money for that, but again that is where we are. The \$290,000 figure is based upon using the same amount of salt that we used so far this year. The reason why it is higher is because we are told from the county based upon the bid that was received, salt is going up. The cost of salt has increased and that is a big ticket for us in the north east area. Lastly, are personal services. That is the 21 people that we have working in our highway department.

If we incorporate a \$1.2 million dollar tax, if that is what the Town Board decides, the current tax bill that you receive in January is your town and county tax bill. You currently do not pay a general town tax or highway tax at this point. The money that is related to the county goes directly to the county, we don't see a penny of that money. The fire district tax that you have if you live in a fire district gets paid to one of the four departments that are in this town. You're fire district taxes are determined by the Fire Commissioners who you vote for in December. Your Library district, again, some of you are in Shen library district and some of you are in Mechanicville library district and that is determined by your vote of the Board of Trustee's in September of each year. For the Ambulance, this is a district that is set up by legislation and the town is currently in a 6 year contract with the Clifton Park-Halfmoon Ambulance Corps to provide those emergency services and that contract has in it a 2% reduction in the district tax each year during the period of

the contract. Some of you pay a water district and that is regulated by the State Comptroller and there is a certain fee that you pay for that. School district taxes that you pay in September that is set again by the School Board members that you vote for in May of each year. The town has no input or decision in that. So what is actually going on here? The Superintendent of Highways and myself met and discussed this and it has been an ongoing discussion for a few months. What we are presenting here tonight is what is to be considered the implementation of a reasonable, responsible plan for a 20 year plan for the highway department for paving about 5.75 miles of road per year. If you take the generic cost of \$125,000 per mile, you are looking at that cost per year that needs to be spent.

Additionally, the highway tax would be to add to add new trucks and equipment as needed, replacing equipment as needed. That is the amounts per year. What does this mean to you if the Town Board does this? What would be the cost to Halfmoon residents? The calculation rate is \$.8810 per thousand based upon your assessed value of your home. It is not based on fair market value; it is based on assessed value. The town equalization rate is set forth at 59.5%. Let's stop- right here. This is what you would be looking at if the Town Board were to impose a tax:

House assessed at \$100,000 = \$88.10 per year Fair Market value of house \$168,067
House assessed at \$150,000 = \$132.15 per year Fair Market value of house \$252,100
House assessed at \$200,000 = \$176.20 per year Fair Market value of house \$336.134

I will tell you that if you want to know what your specific tax would be, we have the ability to do that tonight, you can see my Finance Director. If this were to be imposed, what would actually happen: #1 the STAR rebate checks that you receive would not happen in 2016 due to the town exceeding the 2% tax cap. If we are doing this, I wanted to make sure that everyone knows that this is the realistic view of what is happening. That Highway Tax if it went through would appear on your January tax bill.

Before we open it up to questions, I am going to ask Mr. Franchini who is the Executive Director of the Capital District Transportation Committee, the CDTC as the Public Transportation Planning Agency and the Designated Metropolitan Planning Organization in the Albany, Schenectady, Troy, Saratoga Springs Metropolitan areas and our four county region. CDTC has been a partner with the Town of Halfmoon and I have gone through some of the highlights of some of the things that we have partnered with them through grant monies that we have received. Mr. Franchini, thank you for taking the time to come this evening.

Michael Franchini, Executive Director of CDTC: Thank you, Kevin. As Kevin said, I am the Executive Director for Saratoga for the Capital District Transportation

Committee. I will get a little bit into what we do, how we federally fund programs and tell you what some of the options are for funding in highway transportation. As Kevin said, we are the Metropolitan Planning Organization Transportation Planning Agency. All of our members are the counties and the cities. We work for Saratoga towns, villages and cities. We really do have to remain as objectionable as possible because those are our members. Every metropolitan area with over 50,000 people, they have a metropolitan planning organization. A not well known fact, there are 14 MPO's in NYs and over 400 MPO's in the country. We have existed for almost 50 years now and we do all of the transportation planning in the four county region. Our members as I said are the counties; they are also the 8 cities and the Town of Colonie because they have a population of over 50,000 now. We have town representatives in every transportation agency state, NYS DOT & Thruway. We plan for transportation in all modes so the airport is also a member and so is the Port of Albany.

What we really do, MPO's were created for local input. In the 1960's the Federal government created MPO's because State Transportation planning was done by the state DOT's and locals had no input in the planning and programing of federal money. That is why the MPO's were created, was to get local input. That is what we do really well; we try to get public input. The members are the ones making the decisions, they are the ones voting. Staff is supporting those decisions but the members are making those decisions. We really are the only agency in our area that programs money regionally. We do that every year when it comes to the federal money. It is a considerable amount of money, about \$40 to \$50 million dollars a year.

Products, just quickly; we did a study for Halfmoon in 2006. It was called the Plan for Halfmoon Center. That study was funded 80% by CDTC and 20% by the town. UPWP is our budget; our TIP is where all of the money is. People come to our meetings for the money. It is a 5 year capital plan. Currently we are funding between \$40 to \$50 million dollars in projects. That is about half of what we used to fund. Lastly, we have our long range plan. We just finished a 2 year process of updating our 25 year plan for the region. I have 17 years of experience in highway funding. Funding sources we have talked about: sales tax, some towns use real property tax, highway tax and borrowing with bonds. The only funding source that I did not include there is mitigation fees, that is a separate type of funding that only 2 towns out of 47 in the 4 county region use. Kevin mentioned the CHIPS program. That's an old number; it's really about \$155,000. I got that from the website today. That is the state funding; the state does not provide any other funding. If you look at the state funding for DOT, they do not have enough funding to maintain the roads right now.

Then there are the federal programs that are funded by us. How do you get federal funds? You get federal funds because your roads are eligible for federal funds and

that is based on the federal classification. It is based on traffic volume and use. There are a few federal eligible roads in the Town of Halfmoon. I87 Northway is eligible, all state highways, some of the county roads, and really only 2 town roads in Halfmoon totaling 3.6 center lane miles which is Sitterly Road and Brookwood Road. It is quite normal for towns not to have many roads that are eligible for federal funding. We have done a Bike & Pedestrian project on Crescent Road that went into Dunsbach Ferry Road that was funded with federal funds totaling \$1.6 million dollars between the Town of Halfmoon and Clifton Park. We have a project that is going on now that comes from the Safe Route to School and did the Pruyne Hill Road sidewalks by the Mechanicville School. Kevin mentioned the project for the Mill & Fill. That is a paving project on Sitterly Road that is being funded by CDTC. We will probably be soliciting for projects next year. Most of the federal funding monies come from the gasoline federal fuel tax. As cars get more efficient, less fuel needs to be purchased and the fuel tax has not been changed since 1993. It is still \$.18.4 a gallon. That is the problem that we are facing. We are getting in less fuel tax and less funding for roads.

One of the issues in the Town of Halfmoon is that you are growing at a fast rate. CDRPC projects in the next 10 years the population in Halfmoon is going to increase by 10% and that is compared to the regional growth which is projected to be 3%. That is a significant difference. We do a lot of traffic studies and work with the Town Planning Departments to come up with 10 year plan for traffic. When we looked at Halfmoon, we came up with 2 scenarios. One was planned growth, the developments that are on the books right now. There are 42 developments in the next 10 years and based on those developments and the traffic that they are generating, we estimated 1,200 additional trips in the next 10 years. We did 2 scenarios and the aggressive scenario which is the growth that has not been approved or submitted but is being discussed by developers and Town & Planning Boards. If you add the aggressive growth, 12 more developments, you basically double the amount of trips in the am/pm peak in the Town of Halfmoon.

That is all that I have for now. Are there any questions about the presentation? Thank you very much.

Supervisor Tollisen: I promise Mike that if he came tonight, I would try to get him in and out as quickly as possible. I do appreciate you coming Mike. Have a good night. Now, I do want to open it up to the public

Brian Knowles, 19 Spice Mill Blvd: Thanks for the presentation. I have 2 questions and as you are thinking about what the reply is, I want to give you a brief statement of my support for what the town is proposing in terms of coming up with a long term way of financing the local roads. My 2 questions are: I was surprised to see why we would lose our STAR rating, I do not understand that and is there a way if we go with a small tax, and can we phase it in so that we don't lose STAR.

My other question is; what is the business portion of the tax, because you just addressed what the portion would be for residents. I just have a quick statement and being a resident in the town I drive on the roads and I appreciate them. The times that I spend the attention to the roads is when I am riding on my bike or a pedestrian on the edge of the road. I think that it is very important that we have well maintained roads, particularly those yellow lines in the middle and white lines to designate where the cars are supposed to go and where the pedestrians go. Another point that I just want to make from an economic benefit point, I can't think of a better investment in terms of our infrastructure to bring jobs to the community. Those are good middle class jobs.

Supervisor Tollisen: The first one with respect to the STAR. You don't lose the STAR exemption but there is a check that is distributed once a year and I believe that it is towards the end of the year. It isn't very much and it depends on a number of factors but it is an actual check that the state sends to you. Some people have said that they get \$30.00 and some said that they get more. That is what I am talking about. It is that actual check that you wouldn't get in the 2016 if the tax is implemented. You don't lose your STAR exemption on your house. Secondly, with respect to the business portion, the businesses would pay the same amount of tax based upon the calculation .8810 per thousand.

Brian Knowles: Thank you.

Ed Spsychalski, 12 Foxhound Circle: I am not opposed to tax. I am opposed to this tax. I can tell you right now because it is tied to assessment. I do not know why the Board here doesn't look at a flat rate. I would not be opposed to that. Every time there is a tax increase based on our assessments, we are getting clobbered. I would like to know how many people haven't been assessed in 10, 15, 20 or 30 years and now the bottom feeders that haven't been assessed in all of those years, it doesn't hurt them. We built a new home; we are going to get clobbered. So, I want to know from the council, have you looked at a flat rate tax. I know that in other communities that I have lived in, some of the taxes were flat rate. How does this affect anybody who has a PILOT are they going to be exempt from it: the payment in lieu of taxes. Do we have any PILOTS in this town? Can you address that?

Supervisor Tollisen: The first question I think is a legal question and I think a determination from our legal department and I will look to Cathy or Lyn, is the way that you have to do this highway tax would be based upon your tax bill and assessment.

Ed Spsychalski: I would like to see that legal thing; I would like to see that. Other communities that I have lived in we have had taxes but they were flat rate.

Supervisor Tollisen: Were they one time?

Ed Spychalski: Every year.

Supervisor Tollisen: That certainly is something that we can look into

John Pingelski: Is that in New York?

Ed Spychalski: Yes

Supervisor Tollisen: I don't believe that there is a PILOT's in the Town of Halfmoon. I don't think that any businesses come under that PILOT program

Ed Spychalski: I am talking about it being business, non-profits, rental properties

Supervisor Tollisen: Non-profits are exempt, absolutely. Non-profits such as churches and schools

Ed Spychalski: I am talking about apartments

Supervisor Tollisen: Apartments aren't exempt

Ed Spychalski: Well they are, I built a few of them, I know that they are. We asked towns to give us a PILOT payment and they did in lieu of taxes and they did. I just wanted to know if there were any out there.

Supervisor Tollisen: Cathy are you aware of any?

Deputy Town Attorney Cathy Drobny: I am not aware of any PILOT programs in the Town of Halfmoon.

Ed Spychalski: OK

Supervisor Tollisen: We can certainly look into that if you want. I think that the Saratoga County IDA sometimes does some of those special exemptions for a business to entice them to come into a town. I think that might be what you are saying as exempt. We could certainly look at that. I do believe that there is one that I am aware of that recently was approved by the IDA. If we are talking about town and county taxes, I don't remember what they were approved for but were more approved for exemption on the mortgage tax that they paid but we could look at that. I am not aware of a number of those because when we looked at what the calculation rate would be, we had our assessor do it

Ed Spychalski: Please don't go down there with the Assessor with me. That's a whole different issue.

Supervisor Tollisen: She prepared what it would be based upon with the exempt properties

Ed Spychalski: I think that needs to be looked at and start looking at properties that haven't been assessed in so many years and get them up. I want to see the legal documentation that this has to be done based on assessed values, because I'm going to be looking for it to be honest with you. I just don't think that it's true. You are going to make a decision as a council

Supervisor Tollisen: If there is a flat rate, we can certainly look at that

Ed Spychalski: That to me is fair

Supervisor Tollisen: I don't believe that is the legal opinion that we have been given to date

Ed Spychalski: I saw stuff up there about the Comptroller; let's not go down that path either. I want to see that because if you talk about being fair, I am willing to pay my fair share. I have 1 car I drive on the road. I have neighbors with 6 cars and 12 kids and they are tearing up more road than I am tearing up then you have the trucks coming up and tearing up the road 100 times more than a car. Again, I really think that it should be looked at before any decisions being made doing an increase. Thank you.

Supervisor Tollisen: Thank you very much.

Vince DeCerbo, 64 Stone Crest Drive: To Mr. Spychalaki's comment, I would like to get an indication if there is a town wide reassessment being planned because as a new resident here in the past 4 years as well as my neighbors being in the same boat as we are sharing a disproportionate share of the tax relative to the entire town and especially relative to some of the older homeowners. I understand, having served in public office before what a touchy issue that is; full reassessment. I do think that it is the fairest way to allocate services. The other question that I have before we leave here tonight, can we get the Town Attorney to give us the ruling that they made on the flat tax versus the assessed value?

Deputy Town Attorney Cathy Drobny: I would have to research that. As far as I know usually taxes raised through the town are based on your assessment. There are very few that are flat rates. Sometimes there is a sewer that you are charged one unit but if you have a town tax or a highway tax it is based on your assessment and then there is a value of how much you pay per thousand

Vince DeCerbo: Is that according to state finance law?

Deputy Town Attorney Cathy Drobny: I do not know exactly what it is according to but that is what I have seen on multiple tax bills that it is based on your assessment and what the rate is.

Vince DeCerbo: Ok, if you could at your convenience could get that. The final question that I had, do any of the other similarly sized towns in Saratoga County, Clifton Park, Malta, do they have a town highway tax?

John Pingelski: The Town of Clifton Park does have one and it is \$.21 per thousand and the Town of Malta currently does not. They have Global Foundries.

Supervisor Tollisen: Sir, to address your question about the reassessment, I will tell you that the Town Assessor and I have met with a local assessment company about 4-5 months ago and there are a number of processes that the Town has to go through for reassessment. If you did the reassessment or the reevaluation all in one year, it would be an exceptionally large cost. What the Town Assessor has implemented in the office is start the process of updating what needs to be updated old photos that have not been updated in 20 years. The county does an aerial view of each of the towns so they have been taking the county map viewer to see what currently exists on a parcel versus what may not have been picked up. We are definitely starting that process. Is it a slow process? Bluntly, yes. But are we doing it? Yes, we are.

Lynn DeCerbo, 64 Stone Crest Drive: I too am not opposed to the concept of paying something towards the costs of maintain the highways in the town, however, I also believe that basing it on an assessed value is unfair and we were just discussing not calling it tax, call it highway fund, highway something that doesn't use the word tax in it. Maybe that is what is triggering it basing it on an assessed value rather than on a flat amount that everybody equally pays. We all use the roads equally and it shouldn't be based on our property values and again there is some unfairness in having some of us more recently assessed because we built a house or have a newer home rather than the people that have lived in town and haven't been assessed in many years. It just doesn't seem quite fair to do that. I also believe that commercial businesses should be paying more because they are usually using trucking and certainly impact the roads more than a private household would. I would hope that the Town Attorney's would look into calling it something other than a tax and using that word and if that changes anything. Thank you.

Supervisor Tollisen: Thank you.

Daniel Godlewski, 5 Oregon Trail: You guys do a great job of keeping things posted on the website, so first off thanks for being informative to all of us. I have some notes that I have made. It has been 30 years since there has been a highway tax, so

that is pretty good. Keep me honest here, what I have read; it's a \$2.7 million dollar appropriation for the highway department in the 2015 budget and we are asking for a \$1.2 million dollar increase. When I did that math that is about a 44% increase. That is pretty big in my mind. I was just wondering how we went from not having the tax to having a 44% increase. That's interesting to me; I would like to understand that a little bit better. Have there been any other expense reduction options that you've looked at holistically across the town to offset the \$1.2 or to offset some of it? Have we really dug in hard to see if there are other things that we don't need to carry any longer? Can you get creative with financing for some of this? Have we dug into this pretty far? And the last question that I have out there; if this does go through whether it is a road tax, road fund or whatever it is, do we actually have a plan of which 5.7 miles will be done each year? Do we have a year after year plan? It would just be good to know where the priorities are.

John Pingelski: The reason why I don't give out specific roads is because as an example; this year with the harsh winter that we had, we had a road that probably would not have made the list for a couple of years that went bad on us and we had to allocate money on that road. So, if we put out a list that these 5 roads are going to get paved this year and a lot of it depends on what has to be put into it, some roads we can get away with doing it a little bit cheaper, but I have always been reluctant to give out which roads because I would hate to tell you that your road is going to be paved next year and then have a road fall apart and have to direct money elsewhere and you're upset that your road did not getting paved, is the reason why I don't give our specific roads. The last 2 winters have been horrendous with frost heaves and such.

Daniel Godlewski: Priorities always take precedence but it would be nice to see some kind of plan out there that says that this is what we project or what we think that we can get too

John Pingelski: The projection on improvements on blacktopping itself was about \$587,000 with \$150,000 going to general repairs of the roads and at least for next year with the equipment and to start getting us back on track was \$463,122. That was how we came up with that \$1.2 million.

Daniel Godlewski: Sure, like I said, you guys did a good job posting everything out there and it is pretty easy to pick through and figure that out. Now the first question on the 44% increase, how did we hit that so quickly?

John Pingelski: My answer would be the reason why we got that far and why we are doing the 44% increase is because of the decreases I have had the past years. As you can see for improvements last year was \$66,000 minus the CHIPS money. This year the \$100,000 that was budgeted for improvements is not being spent on any blacktop. That is the only, and I use this term lightly, the only slush that is left. The

\$100,000 was already tapped in April for \$14,500 for salt for last year. That money is my security blanket at which is down to about \$85,000 and it is not a lot. That is the reason why if we were doing that \$718,000 all along, we wouldn't be in this predicament, but because we haven't and have been falling behind drastically, is the reason for the increase to try to catch up.

Daniel Godlewski: So were funds just not approved previously for your requests or is it you had to do budget transfers to satisfy other

John Pingelski: I have requested them but sales tax is my only income and as sales tax drops, my budget drops.

Daniel Godlewski: It is very interesting. Is there anything that the leaders here can do to shift that around if the general fund is available if the highway gets into a situation if they don't have funds

John Pingelski: There is also no property tax so sales tax is feeding the entire town. It has been more than 30 years that there hasn't been a general fund tax. It has been since 1975 for highway and I am not sure of the year on the town. That pool of money that is coming in from sales tax is feeding the entire town. A lot of people don't understand that. They call all of the time and say "the amount of money that I pay in tax" I am sorry, you don't pay any tax and that is the problem. That is how we got to that 44% was falling behind for the past few years.

Daniel Godlewski: OK, great. Thank you very much.

Supervisor Tollisen: Thank you.

Ron Clapper, 94 Lower Newtown Road: Is there a plan to do a full new reassessment in the Town of Halfmoon at this point in time, or is in the wind or what is going on with it?

Supervisor Tollisen: I think that I mentioned it briefly with respect to the reassessment. We have contacted a company last year. One of the groups of people from one of the newer developments in town had asked for it. We are working on it. What I'm being told is that it is between a \$400,000 to \$500,000 ticket item. Again, the Assessor and I agreed upon an implementation to do some of this over the next few years. One of the things that she has started doing and one of her staff is dedicated to doing that as she can is updating photos and the cards with respect to individual homes so that when we go do this reevaluation that those things are already updated and we don't have to pay a company

Ron Clapper: What you are going to do Kevin is to reassess the whole town like we did how many years ago, full market value.

Supervisor Tollisen: If the town was going to do a revaluation, it would be based upon the entire town

Ron Clapper: Full market value?

Supervisor Tollisen: Correct

Ron Clapper: So I hope that everybody in this room understands now that what you are going to pay for this tax now is really going to cost you when this new assessment goes through. I was for this highway tax in the beginning, but now I question the ulterior motives here as far as the total reassessment in this Town of Halfmoon. I am not sure exactly when the last assessment was done. Can you tell me how many years ago that was? Does anybody know?

Supervisor Tollisen: Without looking at it, I believe it was 1995, but I'm not 100% sure and don't want to be quoted on that. I believe that in 1995 when that happened, one of the big things that I said to the reval company is that I don't want a fire storm like we had the last time where things were done in an inequitable manor. My opinion of something like this, is kind of like I am holding things like these public hearing so everybody knows what is going on in the proper order and the proper fashion.

Ron Clapper: Dollars and cents are dollars and cents. If we are at 59% now, we are going to get a 40% increase

Supervisor Tollisen: It is not the way it works. It really is not the way it works. If it goes full assessment, what it means is the entire town is assessed. There is a certain value to every property in the town. OK, so you never exceed that value. It is put apart when everybody is reassessed. The majority of people's actual taxes go down because it is spread out on a fair basis. If you look across the county, 59.5% that we are at right now, Mechanicville is going through it right now and they will be at 100%, but there's town that are considerably lower such as 20%. Just because you do a reval doesn't mean your taxes go up. That is not the way it works. Again, that's part of holding public workshops and educating the public because that is something that people are scared about. I do not want to sit here and say let's have a highway tax. It is the last thing that I want to do as Town Supervisor, but I think that it is critical that we have this conversation. It is critical that we look right now at our town. We have a great town, an absolute fantastic town, but we don't want our town to fall into disrepair. That is why we are having the conversations and looking into the future, look 20 years down the roads. Let's develop a proper plan for this town. Let's make sure that when I leave here and the next person sitting here that I didn't kick the can down the road and say you deal with it. That is not my

desire. My desire is let's get this underway and there is a number of things that we need to do. The revaluation is something that is an important part.

Ron Clapper: If it happens, it happens. Chances are that is going to affect your highway tax per family.

Supervisor Tollisen: Let's say at 59.5% you are going to pay \$88.00 and if you go up to 100%, it does not mean you are going to go up to \$145.00. It is not the way that works.

Ron Clapper: But there will be an increase.

John Pingelski: You're per thousand rate would actually go down. As an example, the Town of Providence, their highway tax is \$15.52 per thousand. They are at 21%. You are still going to generate the same amount of money, it is just going to even it out. The people that will increase, we will say have been skating because they have not been at full value like the people that are at full value have been paying more. So if you get a huge increase, if I understand this correctly, it is because you haven't paid the last XXX years because your assessment has been so low.

Supervisor Tollisen: What I specifically asked with the company that we are talking about is who is most affected by a reval. The newer developments that are coming in they are the most affected by it because they are coming in paying premium price for their home. What they say is specifically resident who have lived here for a number of years and nothing has really changed, their assessments may stay the same. At the end of the day, if we do a reval I can't predict what everyone is going to pay, but what I want to make sure that if we do this, we don't have a fire storm of inequities #1 and #2 that everyone has knowledge and wants to participate in the process can.

Ron Clapper: Alright, on the tax bill, this year, full market value, compared to what you are actually being assessed when this new evaluation is done isn't that going to be that number? That is what it is going to be off of that full market value. You no longer are going to be at

Supervisor Tollisen: The number per thousand goes down.

Ron Clapper: I do understand that, but there is going to be an increase

John Pingelski: For some people that haven't been paying. If the \$.88 is going to generate \$1.2, if we do a full value, we are still going to get the \$1.2 but

Ron Clapper: You are doing an evaluation to increase money for the town, bottom line.

Supervisor Tollisen: No.

John Pingelski: If you let me finish; the \$.88 is generating \$1.2, so if you do the full value, it is going to equal that out with the people that have been over assessed may drop and the people that have been under assessed are going to go up. It is not going to generate

Ron Clapper: The \$.88 for this year

John Pingelski: for this year and not at full value.

Ron Clapper: There is no guarantee for down the road what's going to happen.

John Pingelski: There is never a guarantee

Ron Clapper: That's my point. Thanks

Supervisor Tollisen: Thank you

Eric Clark, 7 Mohican Way: My question is that a lot of the budgeting and the tax seem to be based on strictly paving. How are you addressing improvements? You are expecting a lot of growth in the town. If you look at the 236, Route 9, Guideboard Road triangle there, traffic is a mess there; improvements need to be made there. You also talked about Sitterly Road, the Crossing Boulevard which is another area that needs improvements. As more developments come in there are going to be more areas that are going to need improvement. So, how are those going to be handled?

John Pingelski: The first set of roads that you mentioned, are not town maintained roads. The 236, Route 9, Route 146 and Guideboard Roads are state maintained roads. We wouldn't be spending money on them.

Eric Clark: But there are areas that are going to need improvement as more developments come in.

John Pingelski: The area that you mentioned Sitterly & Woodin Road, there is a grant that we put in for lights and stuff for that intersection partnered with the Town of Clifton Park.

Eric Clark: With all of the new developments that are coming in, you are not anticipating any improvements to any existing town roads?

Supervisor Tollisen: The first thing that we have implemented is when new developments come in they have to have to do a traffic study, Okay, that already has been existing in the town. What the issue that we have had in the past is when they do a traffic study for the developer, it creates a situation and no one is going to put their expertise on the line but are there other recommendations to help with the traffic? The Town Board has implemented a new policy that says that all traffic studies are still paid for by the developer but they are certified to the town. We have a list of who these traffic study companies are and they are on a roll. As new developments are coming in, the traffic studies will be certified to the town. So even if a study says that this development will only generate 100 cars at peak time and no traffic impact, they can still say to the town that you can do these things to help enhance those traffic upgrades.

Now you are talking about Guideboard Road and Route 236, I agree with you whole heartedly. Here is what we have been in the process of doing. Our town borders the Town of Clifton Park in quite a few of those busy trafficked areas. Supervisor Barrett and I have partnered on a number of occasions with the county and basically pleading with the State of New York to help us with these traffic concerns. For instance, last year we did a joint traffic request with Clifton Park, us, the County and 2 DOT's stating that the traffic impacts on Farm to Market Road in Halfmoon, Kinns Road in Clifton Park and State Route 9, we need help with that intersection. We have more developments, we have more traffic coming through and not only from our town but other towns too, so the stack at peak times is horrendous. The letter that came back, and I actually handed it to the Community News the last time that they were here, it basically said that yes, you are right. We agree with you that something really needs to be done, but we don't have the monies to do it. So, until the state provides us with the monies or there is a bigger plan for Route 9, there is really nothing we can do to help you.

That type of philosophy has me scratching my head. It is not that we are not doing it; it is a matter of the ability of the funds being out there. I can tell you that we are in regular contact with State DOT. I had a meeting with DOT late last week with respect to some issues. The local engineer at DOT that we deal with in this area is extremely responsive to us but obviously he is not the end all be all as far as funding for us. Your comments are really good and we are trying to address them. We think collectively that if the towns join up and join forces with the county and gang up on them, maybe they will do something. So far the gang hasn't worked but we are trying.

John Pingelski: I think that where we were and where we are heading to is when developments are coming into town; Fellows Road near where the Highway Garage is, that was realigned and was made safer. The developer paid for that. Werner Road by the rock cut, that was closed off, Stone Crest development paid for that.

The traffic light at 146 & Vosburgh, the developer of Sheldon Hills paid for that. We do try to get as much

Supervisor Tollisen: They also paid for the sidewalks on Cemetery Road.

John Pingelski: Yes, Inglewood, the new development on Cemetery Road started the sidewalk at Old Route 146 and is bringing it up Cemetery Road. The next developer that comes in, we will do our best to get them to extend the sidewalks. Whatever we can find, we do get out what we can get out of them.

Eric Clark, 7 Mohican Way: OK

Supervisor Tollisen: What we also talked about in my presentation and maybe it wasn't as clear but the Town Board is actually looking at with the PDD's that are existing and some that are coming in about dedicating a certain allotment from each building permit for highway purpose. If you have a situation like Sitterly Road where they give us the signals and they give us the pavement but they don't give us the turn lanes, you are scratching your head. We really want to fix the whole issue not part. With dedicating some monies for general highway purpose would really be able to take some of that money and spread it to where we are not going to get it from other sources. Thank you very much. There is a notepad out as you leave, and if you want a copy of my presentation that I gave tonight

Jared Bonn, 81 Devitt Road: My first question is that I lived in Maine for a couple of years and they split between salt and sand

John Pingelski: There are studies that say it is actually cheaper to use salt. The salt does not melt the ice and snow and leaves a residue especially in the developments. It gets into the catch basins. Last year we started playing with liquids to cut down on our salt use. I am looking forward to getting more into that this year.

Jared Bonn: Do our Town of Halfmoon employees pave the roads or do we sub-contract them out? Which is cheaper?

John Pingelski: The 21 people on staff for at the Highway Department includes the secretary and the mechanics. We do have a paver and we used to pave our own roads when there wasn't a lot of traffic, but now if I did that I would not have anyone to haul. I work off the Saratoga County bid and most of our work is done by Gorman Brothers and we help prep. We also work together with the neighboring towns to keep costs down.

John Pingelski: Basically, you are at a bare minimum as far as your paving costs.

John Pingelski: I hope so.

Jared Bonn: I appreciate the phone call. This is the first meeting that I have been to. Is this going to be a continuous tax if it approved, is there a plan to reduce the cost burden on the taxpayers?

Supervisor Tollisen: The expectation is based on what current revenues that we have, this will stay. If sales tax and other things go up significantly, absolutely we will look at it. Being blunt about it, is it here to stay? It is. We are faced with costs always going up. We felt that this would be a realistic expenditure going forward.

Jared Bonn: The \$.88 per thousand, is there a little bit of slush in there? Is that exactly what we need?

Supervisor Tollisen: John & I had a very frank discussion about what is needed. We are still reaching out with grants from the state or the senator that is a revenue driver and that is a onetime thing. We will continue those things to offset. We are putting in monies from PDD's to dedicate to highway. Mr. Franchini spoke about the federal grants which we only have 2 roads that qualify for CDTC; Sitterly & Brookwood. We already received a grant for Sitterly and there have been a number of improvements on Brookwood Road in the past.

John Pingelski: Brookwood Road was done in 2007 and in 2008.

Jared Bonn: How far out do we look for a plan for the roads. How do we get to the point that we are behind in the roads? Is it Saratoga County is not giving us as much sales tax as they used to?

John Pingelski: The sales tax has dropped across the whole county. There is a formula, and every town gets their portion. The reason why we are getting less is because of spending.

Supervisor Tollisen: Let's clarify that. In the last several years of looking at trends and if you look at the past several years and when the town went through some economic downturns, some of the budgeting stayed where it was and the town is using funds balances to balance the budget. I am not criticizing the past, but if you look at the past trends, we are not spending as much as we should be based upon the miles of road. You have to get back on track. To answer your question, how do we get there? You can blame it on me because I am the new person being here 2 years but it comes down to analyzing the trends and saying that if we don't do something now to get us on a proper plan, the issue of kicking the can down the road and all of a sudden we are going to be in a crisis. That is not what we want. In a crisis you have roads that are going bad you don't have a \$.88 per thousand; you are looking at something substantially higher. It does seem like a lot, I agree. This is monies that take care of a 20 year, long range plan for this town.

Jared Bonn: You are confident that going from this point is much better than how we got to

John Pingelski: Another factor too is as far back as I could research which was 1975 and we had 58.87 miles of road and we have practically doubled. We are at 115 and that is center lane miles and when we are plowing snow, we are actually plowing 230 miles of road

Supervisor Tollisen: If you look at 1978, I had my Finance Director do a lot of research; we had a Highway tax of \$271,000

Jared Bonn: My last question is this going to be up for a vote or is it strictly a council decision?

Supervisor Tollisen: It can't by law go to vote and according to the Town Attorney's, this decision that the Town Board has to make as it is a budget decision.

Jared Bonn: Thank you very much.

Ron Czajkowski, 42 Johnson Road: There is no doubt that the town is growing with a lot of new developments bringing in a lot of new roads. I assume that the developers are being held to a standard of road quality

John Pingelski: It is built to town spec and while they are being constructed, at the developer's expense, there is an inspector from our engineering firm on the job.

Ron Czajkowski: How long has that been in place? I think that some of the older developments were held to the same standard?

John Pingelski: The years that I have been Highway Superintendent, it has been all of those 8 years and a little bit longer. I do not know how long they have had the inspections that they have.

Ron Czajkowski: My other question is and I understand that developers can set aside some money for public benefit like sidewalks and such, is there any way to have them contribute some money to the town road repairs?

Supervisor Tollisen: Yes, that is exactly what I was talking about in the presentation with these developments. With a PDD you can request that through a highway benefit, with a standard subdivision, it is not so easy because with a standard subdivision they meet your zoning so you would have to look at it only from a traffic situation and how it affects traffic. With PDD's you definitely can but with the standard subdivision unless you do a town wide GEIS, you can't

unilaterally impose that fee. One of the municipalities is actually being sued because the developer is refusing to pay that.

Ron Czajkowski: OK, thanks.

Supervisor Tollisen: Thank you.

Lynn Farruggia, Bayberry Drive: I guess that I am not understanding the total revenue that comes in for the highway fund. It comes from sales tax and does the sales tax all go to the highway fund or is the sales tax broken up for other funds?

Supervisor Tollisen: It is broken up in to the general fund and the highway fund.

Lynn Farruggia: Who decides on the proration?

Supervisor Tollisen: It would be based upon the town budget and the preliminary budget would be done by my Budget Officer and then the Town Board would make the final decision.

Lynn Farruggia: So there was no way to change the proration?

John Pingelski: If they gave highway more than general fund would be short so

Lynn Farruggia: That is what I am asking. Is there any slush in general fund is there any wiggle room? Are your financial statements posted?

Supervisor Tollisen: Yes, and if you would like to sit down with me in my office at any point, I would be happy to go through the budget you. Last year we had a pretty conservative budget as far as sales tax. We had extra sales tax and were able to put some of that towards the general fund balance. Right now with the budget that we have for 2015 both sales & mortgage tax are up because of conservative budgeting, mortgage tax is exceeding our budget projection #1 and #2 sales tax is currently on budget and exceeding it. Today, the Finance Director and I are working on the budget and the projections are in for 2016 from Saratoga County Treasurers Office saying that sales tax is going to be a little bit shaky over the next years. They are saying here is a little bit of guidance and use your own best judgement. We are putting in a very modest increase into our 2016 budget with respect to sales tax. If we get more that is a good thing, but we don't want a situation where we budgeted too much and then don't have it

Lynn Farruggia: But the decision on the proration of what the general fund is based on

Supervisor Tollisen: It is based upon general fund expenditures, what is being spent in each department versus what revenues there are and what is needed to balance the budget.

Lynn Farruggia: Can you just tell everybody what the general fund funds? What are the types of expenses in the general fund? We know what the highway fund is.

Supervisor Tollisen: The general fund is basically the operation fund for the town. For instance, it pays salaries and it goes by department, how much it costs to run each office and department including utilities, phones, and mail. Also the allotment for the not for profit organizations, taking care of our town parks, the equipment and gas, all of those types of things and salaries and insurance benefit costs. You off set that by the mortgage and sales tax that you receive. If we sold equipment, those monies would go into the general fund. I am happy to sit with you and go through the budget.

Lynn Farruggia: One other question. When you have a state of emergency with your highway fund, what do you have to do with the process to get more money like you said you need to do to get more salt?

John Pingelski: The money that I ran short last year actually came out of money that would have been spent this year on blacktopping. It has to stay within my budget.

Lynn Farruggia: So there is no way to appeal to the general fund for additional monies for emergencies?

Supervisor Tollisen: If you had a state of emergency where you didn't have enough funds and we had a catastrophe and didn't have the funds, there are procedures under the town law that you would have to do with public borrowing

John Pingelski: You are borrowing it. You still have to pay back that money plus interest. It is not a gift.

Lynn Farruggia: OK, well thank you very much.

Supervisor Tollisen: Thank you very much.

Larry DeVoe, 82 Plant Road: I have tried to take in everything that has been said so far and a lot of it is correct but certainly you have to go forward. You can't let your roads go any farther and deteriorate any more than they are. The last two winters have been a big drain on the highway department just for the snow removal. I get a lot of comments every snow that we have that the Town of Halfmoon roads are probably better than any roads around. I think that one of the other contributing

factors is regardless what the Town of Halfmoon does; it is all of the towns around us and the traffic is going in both directions, I have watched it my whole life. I think that you have to move forward. I don't think that there is anybody that wants to pay a tax, but that is what makes the government run.

I don't want to get into the planning aspect but I think that you really have to start considering a lot more commercial area. The previous two Town Boards probably made the worst decision that has been made in the Town of Halfmoon when they put that PDD on Plant Road instead of leaving that for commercial which is what it should have been all along. All of that traffic could have been funneled to Route 9 and take the burden off of Halfmoon. I think that is something that has to be looked at and encouraged. Our sister town has kind of taken the commercial away from us big time. That is going to contribute to the tax money more than housing is going to do. Housing is only going to create problems for us and there is only going to be more expenditure. But I think that you certainly have to move ahead and do whatever you have to do.

Supervisor Tollisen: For those of you who don't know, Larry DeVoe is a former Supervisor for the town, a former Council member and former Chair of the Planning Board as well. He has been here a number of years. Just in response to the comment about the Planning department, the town has undertaken in the past year and a half a Zoning Review process and the results are currently with our town engineer to codify some changes to the zoning. It does take into account our Business and Economic Development Committees suggestions and recommendations to ramp up some of the areas in town. We are on that and once that moves forward with recommendations from our town engineer, we will be holding public workshops on that and invite the public to come to those too.

Who's next? Hearing none, I want to thank you for coming this evening. If you would like to know individually what your tax would be assuming this does move forward, you can come up here and my Finance Director can help you with that. We can look up your address. Thank you for coming this evening, we appreciate it. If you have any questions or if I can be of assistance, you can certainly call my office and schedule an appointment. Thank you.

Meeting was adjourned at 8:47 pm.